



NISSAKU TIMES

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Class 12

Coping with High Co2 Emissions in Setagaya Ward



Photo by Haruka Kumano

The area of nature and parks in Sakurajosui is limited as compared to other areas in Tokyo. The total areas of nature and parks in Sakurajosui are 2.0 square meters per capita, which is less than a half of the average nature areas in Tokyo.

It is estimated the total amount of nature area in the region has an impact on the increase of Co2.

According to the data provided by the Regional Promotion Plan for the Measures to Cope with Global Warming, high percentage of Co2 emissions and high consumption of energy were observed in FY 2018 and they are mainly from households and business sectors. Therefore, it is necessary for Setagaya residents, and business operators to

collaborate on measures to reduce Co2 emissions.

As a countermeasure, there are examples of tree planting at community events. In particular, by focusing tree planting along roads, people can make the most of the limited space available. Another example is to change the means of transportation.

Since Sakurajosui is located

near the 8th Ring Road and has a lot of traffic, changing the means of transportation from cars to public transportation will reduce the overall traffic volume and CO2 emissions.

By Masaki Kawai, Kotone Kawabe, Haruka Kumano, Miyu Koike, Ryosei Suzuki, Haruto Naomiya and Aya Eimaeda

Kamikitazawa's Good Points and Bad Points

It takes about 15 minutes to get to Kamikitazawa from Shinjuku. With Keio Line, Kamikitazawa has an easy access to the commercial areas and downtown office areas in Tokyo. There are many parks, and it has become a place for people to relax. There is a shopping street around Kamikitazawa Station, and shops spread from north to south along the street that is intersected by the railroad tracks. There is a row of cherry blossom trees around the station, and it's very nice when the spring cherry blossoms bloom.

On the other hand, the narrow roads in Kamikitazawa can be the causes of traffic accidents in this area. As Kamikitazawa is a town with long history, there

are many elderly residents who require special consideration as pedestrians. In addition, there are kindergartens and it is often the case small children walk the narrow streets without paying much attentions in their surroundings.

The shops in Kamikitazawa shopping street close comparatively early. As a result, it seems the vitality of the city is gradually decreasing. The challenge is to restore the vitality of the city and attract more young people to this city.

By Ryunosuke Takahashi, Reon Hirose, Shintarou Masuyama and Akihiro Matsubara



Photo by Reon Hirose

ENTERTAINER

Goodbye, Shimotakaido Ekimae Market



Photo by Yuto Takamori

The Shimotakaido Ekimae Market, which has long supported the lives of residents living around Shimotakaido Station, will close in March 2024. The Shimotakaido Ekimae Market was originally a postwar black market, and was established as a regular market in 1956. It is now called the symbol of Shimotakaido. Many of the buildings that exist since the opening of the market remain within the market, creating a retro atmosphere in the Showa era. One of the attractions of this market is the narrow aisles. Customers are naturally stepping inside the store for other people going through the street. Therefore, they are physically close to the store, allowing them to shop while conversing with the store owner. The main reason behind the market's closure is the elevation of the area between Sasazuka Station and Sengawa Station as part of the redevelopment project, and it enables the expansion of the road from Koshu Kaido to

Nihon Odori. Since Shimotakaido Station is located between these two stations, it is natural that Shimotakaido Station will also be elevated. Additionally, the roads around Shimotakaido Station are so narrow that it is difficult for a single vehicle to pass through. In order to improve this situation, the market building will be demolished to make way for a relatively large road connected to Koshu Kaido. As a result, stores within the market will either open new stores elsewhere or close their stores, but very few stores will remain in Shimotakaido. Shimotakaido Ekimae Market has customers from other areas so if the market closes, the number of people visiting Shimotakaido will decrease, so it is necessary to create something new to replace the market.

By Miyu Abe, Yuto Takamori,
Kyousuke Tsutsumi, Keiji Terauchi,
Seiji Muraki, Haru Rokuta and
Chika Hashimoto



Photo by Yuto Takamori

ENTERTAINER

Hachimanyama, a livable city



Photo by Karen Hatano

Hachimanyama is a town in Setagaya Ward, Tokyo. Hachimanyama can be reached in 15 to 20 minutes by train from the central area of Tokyo, such as Shinjuku Station or Shibuya Station.

There is a shopping street

called Hachimanyama Shofuku Shopping Street around Hachimanyama Station, and it is a convenient street for the residents. There is a road with a lot of traffic called Koshu Kaido around Hachimanyama.

Koshu Kaido has a lot of

traffic, including buses and freight cars that load and unload luggage from Shinjuku, so it is crowded at any time of the day. The noise caused by the traffic has become a problem. In order to solve this noise, the biggest challenge is to alleviate the congestion on Koshu

Kaido.

By Atsuki Yoshida,
Takuto Nakazawa, Ryuto Hatta,
Aya Eimaeda, Chika Hashimoto
and Hana Shimogaki

Unauthorized bicycle parking



Photo by Karen Hatano

The area around Chitose Karasuyama Station is lined with restaurants and supermarkets. In day time, the streets are filled with many pedestrians.

There is an issue behind this scene. The sidewalks are being squeezed by unauthorized bicycle parking. Store patrons who come by bicycle park their bicycles

in front of the stores. And this leads to the causes of danger, such as injuries caused by bicycles falling off, or collisions between pedestrians.

Why does this happen? It is because of the paucity of free bicycle parking spaces around Chitose Karasuyama Station. There are a few paid ones in the vicinity, but they cost for

the parking. Considering the distance, fees, etc., people park their bicycles in front of stores, probably thinking "just a little bit" of parking doesn't matter to anybody else. This is the cause of unauthorized bicycle parking.

To solve this problem, an environment that facilitates the use of toll bicycle parking should be created, such as by offering

discounts on bicycle parking fees when shopping. As a long-term measure, it would also be effective to redevelop the area in front of the station and review its land use.

By Makoto Ashida, Ayumi Itakura,
Harutaka Oki, Shoto Okamoto,
Misaki Togashi and Karen Hatano

ENTERTAINER

KYODO Tower: Suggestion to foster Town Redevelopment

There are four good things about Kyodo.

The first is access to the metropolitan area. It is easy to use as it has good access to the metropolitan area. The second is a variety of store. Since there are many students, there are many stores with good value for money. There is also a shopping street. It is easy for everyone from children to the elderly to live in Kyodo.

The third one is the nature. If you move a little away from the station, you can feel the tranquility in nature. The fourth

is the library. There is a library under Kyodo Station.

Due to these four factors, Kyodo is a well-balanced town that is easy to live in.

There are two bad things about Kyodo.

The first is that it's crowded. The second thing is that there are no entertainment facilities.

The first way to improve rush hour commuting is to increase the number of stops for buses and trains.

However, in order to increase the number of bus and train stops, there must be benefits to the size

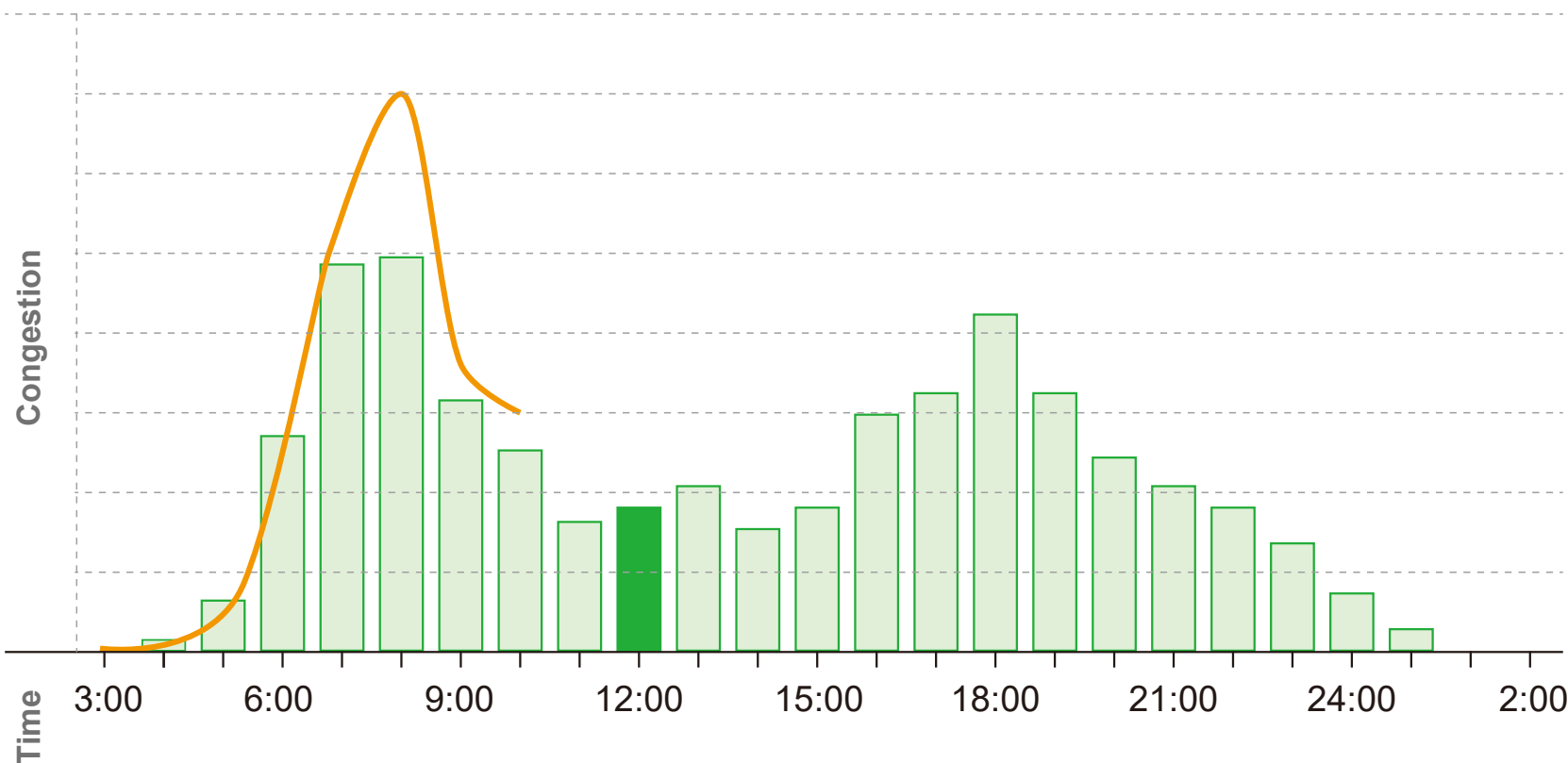
of the town and the transportation system. It is necessary to make the city richer and generate more profits. One suggestion that could be made is building a facility that can attract customers and generate sales. Therefore, we should build Kyodo Tower, a large building with the concept of being enjoyed by various generations, mainly young people, and use it as a source of revenue and development for the city. The reason for the large building is that Shibuya, a city for young people, has large buildings and commercial

facilities such as the 109 and Shibuya Scramble Square, so by building a facility with the same appeal, Kyodo will be able to create a vibrant neighborhood. This solves two problems. This will allow Kyodo to evolve into a town that is livable, comfortable, and enjoyable for a wide range of generations. Based on the above, Kyodo Tower should be constructed.

By Ooe Ui, Yuuki Kanai, Yuto Kanamaru, Yuta Kaneko and Chika Hashimoto

Expected congestion at Kyodo

Crowd forecast Forecast for the day



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